

The Hongkong Telegraph.

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TUESDAY, OCTOBER 23, 1906.

二拜禮

號三十六，英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. A. J. Raymond, Esq.
E. Goss, Esq. R. Swan, Esq.
Hon. Mr. W. J. Gresson N. A. Siehs, Esq.
C. R. Lenman, Esq. H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum
For 6 months, 3 per cent. per annum
For 12 months, 4 per cent. per annum
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1. TAELS 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft

Deutsche Bank Berlin.

S. Bleichroeder & Co.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthauf & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stein a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig

Bayernische Hypotheken- und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTOGESSELLSCHAFT

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Manager.

Hongkong, 9th October, 1906.

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).

RESERVE FUND FL. 5,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Del), Palembang, Kota

Raja (Acheen), Telok-Semawe (Acheen),

Banda-Jernasidja.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½% do.

L. ENGEL, Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong 28th May, 1906.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES About 24th October Freight and Passage.

YOKOHAMA, via SHANGHAI, SUMATRA, MOJI and KOBE About 26th October Freight and Passage.

SHANGHAI, MALTA, Capt. R. A. Peters About 1st November Freight and Passage.

LONDON, &c., via usual Ports SIMLA, Capt. C. D. Goldsmith 3rd Nov. Noon Freight and Passage.

For Further Particulars apply to R. A. HEWETT, Superintendent, Hongkong, 22nd October, 1906.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"	2,338 tons	Captain W. A. Valentine.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	G. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Losseus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M. Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7:30 A.M. On Saturdays a Second Departure about 7:30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
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" " "NANNING,"	569 "	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Agents, BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

(10)

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands Indie Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to:

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN,

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 13th October, 1906.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UL."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

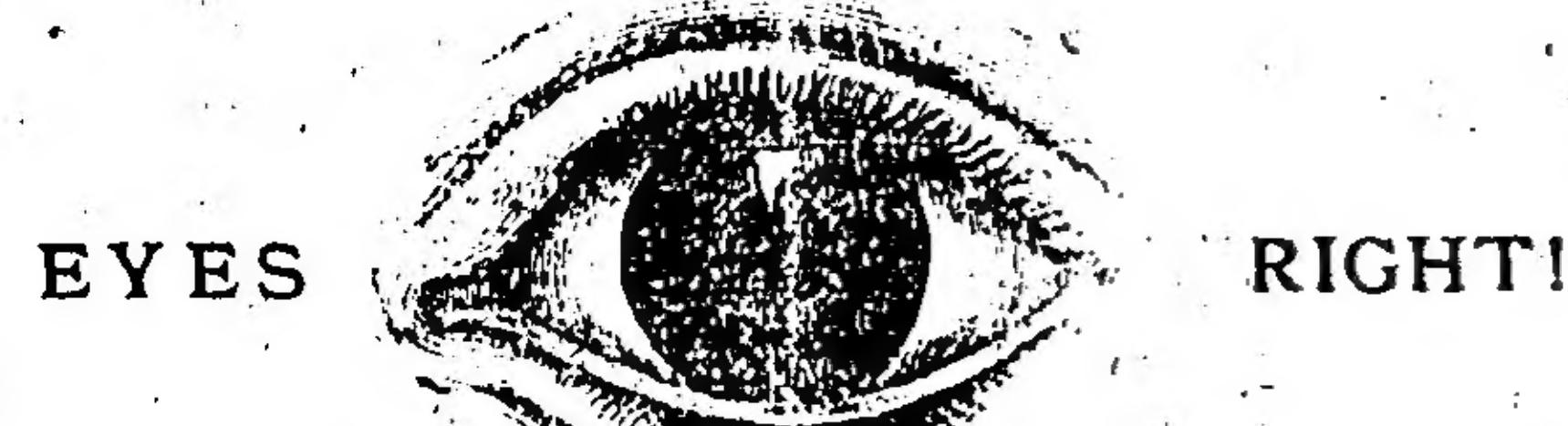
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These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 6th October, 1906.

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N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ack, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
Hongkong, 27th November, 1905.

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Dentistry.

Dr. M. H. CHAUN.	TSIN TING.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VŒUX ROAD CENTRAL.	LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES.
From the University of Pennsylvania, U.S.A. Hongkong, 11th July, 1905.	Consultation Free. Phone, 10th July, 1905.
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Intimation.

Powell's
ALEXANDRA
BUILDINGS.

**LADIES'
FOOTWEAR.**

Comfort, Elegance and
Durability
combined with
Moderate Prices.

We have a Stock exceeding 2,000 pairs of
Boots and Shoes and
can suit all tastes and
requirements.

OUR
SPECIAL
SHOE

is the

"VITWELL"

which name is stamped
on the waist of each
Shoe.

**WALKING
SHOES,**
\$6.25 to \$13.00 pair.

**DRESSY
SHOES**
for afternoon wear,
\$4.50 to \$18.50 pair.

**SMART
SHOES**
for evening wear,
\$7.00 to \$18.50 pair.

INSPECTION INVITED.

POWELL'S
HONGKONG.

Hongkong, 18th October, 1906.

Intimations.

K. A. J. OHTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [1030]

MAGISTRACY.

THE ANNUAL SESSION OF HIS
MAJESTY'S JUSTICES OF THE
PEACE will be held in the Justices' Room,
at the Magistracy, on WEDNESDAY, the
14th day of November, 1906, at 2.30 P.M., for
the purpose of considering applications for
publican's and adjunct licences for the year
1906-1907; under Ordinance No. 8 of 1898.

Form of application may be obtained at the
Magistracy.

All applications must be forwarded to the
Magistracy on or before THURSDAY, the
1st day of November, 1906.

H. H. J. GOMPERTZ,
Police Magistrate.

Hongkong, 17th October, 1906. [1025]

SANITARY BOARD OFFICE,

Hongkong.
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of
the DOMESTIC CLEANLINESS AND
VENTILATION BY-LAWS (as amended), every
Domestic Building or part of such
Building within the CENTRAL DIVISION of the
CITY OF VICTORIA and the WESTERN DIVISION
of KAU-LUNG occupied by members of more
than one family must be CLEANSED and
LIMEWASHED THROUGHOUT by the
owner during the months of September and
October.

N.R.—The word "throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Casings and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandas.

The Back Yard should have its containing
Walls Limewashed up to the level of the first
floor.

Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleanned.

The Central Division of the City lies between
Gilman Street and Peel Street on the East and
Tank Lane and Cleverley Street on the West.
Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tai service reservoir to the
northern boundary of Kau-lung.

G. A. WOODLOCK,
Secretary.

Dated this 2nd day of October, 1906. [1016]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:—

1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance,
1903, as now carried out is satisfactory; and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the inhabitants
of Hongkong and Kowloon to
cooperate with them by forwarding any complaint
they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioner makes a full and true disclosure
touching all the matters in respect
of which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceedings
which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SEGOVIA."

Captain Schönfeldt, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns; where they will be examined on the 25th October, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th October, 1906. [1026]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SITHONIA."

Captain Brehmer, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns; where they will be examined on the 25th October, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th October, 1906. [1018]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their side in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 18th October, 1906. [1017]

NOTICE TO CONSIGNEES.

THE H. & Q. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Maelian."

From Australia, ex S.S. "China."

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th October, 1906. [1016]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 17th October, 1906. [1026]

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions.

Already acknowledged \$191,850.70

500

China Fire Insurance Co.

Balance of Contribution, European
Community, Canton.

359.52

P. B. Pettit & Co.

250

Sir Henry & Lady Blake.

200

A. M. Essahay, 2nd subscription.

Soc. Fr. des Charbonnages du
Tonkin.

200

Collection at Christian Science Ser-
vice.

104

Proceeds of Concert at Wesleyan
Church, Wan Chai.

96.45

Chief Constructor Department,
Naval Yard.

93.80

Proceeds of Organ Recital St.
John's Cathedral.

62.07

Man of Taip Baluchis.

60.40

Collected at Memorial Service for
the late Bishop of Victoria at
Kiu Kiang.

42.40

Collected by China Mail Ltd.

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHAMPAGNE
DE
ST. MARCEAUX
& Co.
REIMS
1898-VINTAGE
VIN BRUT AND VERY DRY.

PER CASE 12/1 BOTTLES \$48.00
" 24/2 " " " 50.00

THIS CHAMPAGNE is a First-Class
Wine and is supplied to all the Leading
Hotels and Restaurants throughout London.

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS,
AGENTS,
Hongkong, 17th October, 1906. [34]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On receipt sent by post an additional \$1.40 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph
HONGKONG, TUESDAY, OCTOBER 23, 1906.

ANOTHER CANTON RUMOUR.

The Yuet-han railway may not be an undertaking of world-wide importance but, it is certainly fruitful of remark and comment. When the new company was formed it was decided that the work should be carried out by Chinese labour as well as Chinese capital alone. With that object in view a Chinese engineer who had received his technical education in America was appointed to superintend the construction of the line. Prior to this the British Government had granted a loan whereby China was enabled to secure the redemption of the Canton-Hankow line from foreign concessionaires, but under the terms of that loan China pledged herself, in the event of deciding to utilise foreign assistance, to give the preference to an Englishman. Shortly after the Chinese engineer, who had been employed on the Tientsin-Peking line, arrived at Canton it was bruited abroad that the Yuet-han Railway Company was resolved to engage the services of a foreigner as assistant engineer, and it was also rumoured that a Belgian was to be appointed to the post. The British Charge d'Affaires at Peking protested in the name of the British Government against this obvious attempt to violate the terms of the loan agreement, and the question of appointing a Belgian engineer was dropped. The next move was to apply to America for an engineer. It was reported that the president of the Company had sent telegram to a certain Mr. Smith asking what salary he would require if appointed assistant engineer on the Yuet-han railway. Mr. Smith modestly replied that all he wanted was \$2,000 gold per annum, and a five years' engagement. Ap-

parently that moderate estimate fluttered the hearts of the Yuet-han Company's directors, for we have heard no more about it, one way or the other. Now another story is current to the effect that an American engineer has been appointed to the coveted position at a salary of \$5,000 gold a year, and he is described as a first-class and capable man. He must be a judiciously constituted individual who can describe himself as a first-class engineer who is prepared to leave the land of railways, with all its opportunities of advancement and preferment, for a modest \$750 Mex. per month. When the Americans were at work on the Canton-Hankow railway they paid that sum for practically unskilled labour. An American engineer of any ability whatever can always find situation in the United States at a salary equal to that offered to this so-called first-class and capable man. The fact is we are inclined to believe this latest report to be a *cavalier* pure and simple, but it shows how bent the directors of the Yuet-han Railway Company are supposed to be on securing the services of a foreign engineer to supervise the work of constructing the line to Hankow. The most noteworthy feature of all these rumours is that in no case is it suggested that an Englishman should be engaged, or that the terms of the loan agreement should be recognised.

AN AMBASSADOR'S DUTY.

dignity of his sovereign and the honour of his country, is to advance by every legitimate means the commerce of the people he represents. The Germans were probably the first to recognise that an embassy as well as a consulate, should be above all things a bureau of trade information, and the Americans, following on that idea, have brought the system down to a science. British consular and diplomatic officials are gradually realising the real purpose of their existence, and there can be no doubt that much valuable assistance is being provided by these commercial scouts. Whether it would be possible for any ambassador to advance in any marked degree the trade of Great Britain with Japan need not be discussed, but certainly he can protect British interests and watch that merchants of other nationalities are not favoured at the expense of British traders. At the present day, with competition abounding on all sides, the ambassador who recognises his duty in those respects has no mean task, and it is satisfactory to read that Sir Claude Macdonald thoroughly appreciates the importance of his office from that standpoint. Perhaps his undoubted popularity with the leading British firms in Japan may be attributed in some measure to his consistent support of their interests in Dai Nippon.

LOCAL AND GENERAL.

A FULL report of the Criminal Sessions to-day will be found on page 7.

THE English mail of the 22nd September was delivered in London on the 20th inst:

A LIST of subscriptions to the Typhoon Relief Fund is printed on the third page.

THE Shanghai Dock Co. secured the contract for repairing the British torpedo-boat destroyers *Praeago* and *Janus* which were docked at the International Dock on the 18th inst.

THIS morning the s.s. *Kinsman* was towed round from Kowloon Bay to Aberdeen, where she will be drydocked and an examination made to ascertain the extent of her damage, if any.

"THAT is an Irish case, I see," said his Honour the Chief Justice at the Criminal Sessions, this morning, in reference to a case tried by the Hon. Attorney-General. "Yes," said Sir Henry Berkeley, "it is Irish, my Lord, but it is good, sound law for all that!"

In connection with the forthcoming Arts and Crafts Exhibition, we are asked to mention that the superintendent of Class II—paintings, &c.—would be glad if intending exhibitors in that class will bear in mind that the latest date for sending in exhibits to the City Hall is 5 p.m. on Friday, the 26th inst.

THE captain of the s.s. *Indonesia* was summoned at the Police Court this morning, before Mr. F. A. Hazeland, at the instance of Sergeant Arias, for failing to attach rat flanges to his hawsers while his vessel was alongside the Standard Oil Company's wharf, at Kennedy Town, on the 19th instant. The charge was admitted and a fine of \$5 imposed.

We have received from the agent in Hongkong for the Hamburg-Amerika-Linie several pamphlets and circulars descriptive of the winter tours which have been arranged from New York. Fortunate, indeed, must those be who are in a position to take advantage of any of the tours in question, for they embrace every port of the world and the cost is uniformly moderate.

LAI Chow Kwai, the master of a licensed cargo boat, was apprehended in the western fairway yesterday afternoon. Police-sergeant Arias boarded the boat and discovered that the cargo of kerosene oil which he had on board was not covered with a serviceable tarpaulin. Taken before Mr. F. A. Hazeland, this morning, at the Police Court, the master admitted the offence and a fine of \$15 was imposed.

"I HAVE been sick in hospital for some time, your Worship, and the first drink I had yesterday took effect on me," said Michael Carey, at the Police Court this morning. He was charged with being drunk and incapable in a shop, at No. 13 D'Aguilar Street, yesterday. "Are you destitute?" inquired Mr. Gompertz. "Not at all," replied the defendant, "I have no money on me now," he explained, "but I have some in the bank." He paid a fine of \$2.

THE master of a licensed fishing junk came before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of using his fishing junk for other purposes than fishing, and also for being in unlawful possession of a quantity of copper. "I was only dredging, your Worship," said the accused in answer to the charge, "and I picked up the copper." "I find a lot of things while dredging," replied his Worship. "Pay a fine of \$5 on each charge. Ten dollars in all."

"IT IS a pity that a lad like you should get into these bad ways." Such were the remarks uttered by Mr. H. H. J. Gompertz, at the Police Court this morning, when ordering Albert Hanson, nineteen years of age, to pay a fine for committing a breach of the rules of the Sailors' Home. Charles Gould, assistant superintendent of the Sailors' Home, was the complainant. The charge against Hanson was that of attempting to smuggle into the Home, yesterday afternoon, a bottle of gin. The youth admitted the charge. Hearing that accused, on previous occasions, had appeared as defendant in police court cases, caused his Worship to pass the remarks which open this paragraph. Defendant was fined \$10, and was bound over in the sum of \$50 to be of good behaviour for three months.

SIR CLAUDE MACDONALD

RECEIVED WITH MILITARY HONOURS.

As soon as the *Prinz Ludwig* arrived in port this morning Captain Colman, A.D.C., representing His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., went off to that vessel to receive and welcome His Excellency Sir Claude Macdonald, British Ambassador to the Court of the Mikado, who is now on his way home on leave, accompanied by Lady Macdonald and their two young daughters. Captain Colman then accompanied the distinguished visitors to Blake Pier, where a guard of honour from the West Lancets was drawn up, with their band, in readiness to receive His Excellency Sir Claude Macdonald. As he stepped ashore the band played the opening bars of the National Anthem, the guard presenting arms. The party then entered the chairs awaiting them and proceeded to Government House, where they were received by His Excellency the Governor. After a short stay there the party proceeded to the Peak, returning later to lunch informally at Government House. In the afternoon they returned on board to continue their voyage homeward. A number of prominent officials assembled at Blake Pier to receive the distinguished travellers, comprising for the most part the members of the Legislative Council.

FETED AND FEASTED IN JAPAN.

Before leaving Tokio, Sir Claude and Lady Macdonald had many evidences of the regard and esteem in which they are held by the Emperor of Japan, the nobles, and the British community. Sir Claude was entertained at a series of banquets and receptions which must have taxed him sorely, but his genial nature and ready bonhomie carried him successfully through the ordeal.

GIFTS FROM THE EMPEROR.

The Emperor gave the British Ambassador and Lady Macdonald a farewell audience, at the conclusion of which the departing diplomat and his consort were received in audience by the Emperor and Empress. The presence of Her Majesty at such a function, it may be noted, was quite without precedent. Among the other guests at the luncheon were Princess Arisugawa, Prince and Princess Yamashima, Marquis Saionji (the Prime Minister), Marquis Tokudaji (Grand Chamberlain), and Viscount Hayashi (Foreign Minister).

It is stated that in the course of the proceedings at the Palace, the Emperor and Empress presented Sir Claude and Lady Macdonald with a work of art of great value. It is also announced that the Emperor and Empress have granted Their Majesties' portraits to Sir Claude and Lady Macdonald. The Imperial photographs were signed by Their Majesties.

TIFFIN WITH THE BRITISH ASSOCIATION.

In an editorial, the *Kobe Herald* said: "The services which Sir Claude Macdonald has rendered to his country by the admirable manner in which he has represented his Sovereign during a singularly important period in the relations of the two Empires are too thoroughly known to his nationals, as well as to his host of Japanese friends, to call for extended reference, the more especially as it may be hoped that he will yet be able to add to his record many further valuable achievements in the cause of Anglo-Japanese friendship. It will suffice, therefore, to echo the wish of the President of the British Association, that Sir Claude's leave of absence could be accompanied with the stipulation that he must return to his duties in this country."

THE ACTING BRITISH REPRESENTATIVE.

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AT SHANGHAI.

On arrival of the German mail steamer *Prinz Ludwig* in the Yangtsze, Sir Pelham Warren and Mr. S. Barton went down to Woosung to meet Sir Claude Macdonald, and accompanied him on the *Victoria*, which was specially detailed to bring the party up to Shanghai. As the *Victoria* came alongside the jetty Mr. Henry Kewick went on board to welcome his guests. Sir Haviland de Saussure, Mr. James McKe, the officers of the British warships in port, and several of the staff of the British Consulate were also present.

A guard of honour of bluejackets from H. M. *Cadmus* was drawn up on the Bund. After inspecting them, Sir Claude accompanied by Lady Macdonald entered a carriage which was waiting, and escorted by a detachment of mounted police drove to Ewo, where they were the guests of Mr. H. Kewick during their stay in Shanghai. A large number of spectators witnessed the arrival of the Ambassador.

BRITISH TRADE AND COMMERCE.

In acknowledging the compliment, Sir Claude made a most engaging and humorous speech. In the first place he dealt with the duties of an ambassador as representing the trade interests of his country and his remarks in this connection are worthy of quotation. He said:—

"It is a source of great gratification to me that during the six years I have been British representative in Tokio I have been enabled to keep up such close and friendly relations with the British community in Yokohama (hear, hear). One of the speakers at the inaugural meeting of the British Association of Japan mentioned that he remembered the time when both the British Government and the British representatives thought it was more or less *infra dig.* to take any special interest in matters affecting trade, Sir Claude hastened to say that times had changed. It was a genuine pleasure to him to push the interests of British trade and commerce, and he added, significantly, that "if he did not do his duty in that respect he would soon hear of it from the Government of His Majesty."

That is undoubtedly the right spirit, for after all in these days of telegraphs when the wires reach every civilised portion of the globe, the representatives at the various courts are little more than figureheads. It is not they who settle matters of international importance. Their duty mainly consists of advising their governments of the attitude of the states to which they have been appointed, and suggesting the measures best calculated to subvert the machinations of rival powers. When the time comes for action it is the foreign minister at home who appears on the scene. The minister or ambassador may press his views on the statesmen in the country where he temporarily finds a habitation, but in the final event he is not the supreme arbiter of destiny that he was supposed to be in former days. Much of his power in this respect having therefore been withdrawn, the representative of a country is expected to be more useful than ornamental. His duty, while upholding the

and virtuous. He quoted a couple of verses which had been composed by a military attaché in confirmation of the "no work" allegation, the second of which ran—

"There are others who are bent upon decrying, The diplomatic body of Japan; When the diplomat is not engaged in lying, He really is a decent sort of man!"

A PLEA FOR PATRIOTISM.

Sir Claude expressed approval of the objects of the Association and proceeded to support the recent remarks of Lord Roberts that every Briton should be prepared to stand up for his country in time of need. He was entirely at one with Lord Milner, who was an out-and-out believer in the doctrine that "a great nation should rely for its protection upon its whole manhood and not upon a limited professional class," and he agreed with him that "a people prepared to undergo trouble and face danger by personal service would outstrip not only in war but in peace, the efforts of nations who refuse to make similar sacrifices for their country's good"—for undoubtedly this personal service developed qualities of discipline, order, method, and a sense of duty to oneself, duty to one's employers—qualities as useful in business as in any other walk of life. In the matter of this training he spoke feelingly, for, as some of them knew he was in a tight place in Peking. The material was there, the fighting spirit was there, the British pluck was there, but the training was not. Consular students, young bank clerks, business men were there, but out of the 22 or 23 volunteers only about seven of them could load a gun. Before the siege was over, those fellows fought like veterans and died like men.

The members of the British Association cheered themselves hoarse over the Ambassador's speech.

THE FINAL RECEPTION.

At the same time Mrs. James Walker was entertaining Lady Macdonald to dinner, after which there was a reception, and all Yokohama called to bid Sir Claude and Lady Macdonald bon voyage.

A PRESS TRIBUTE.

In an editorial, the *Kobe Herald* said:

"The services which Sir Claude Macdonald has rendered to his country by the admirable manner in which he has represented his Sovereign during a singularly important period in the relations of the two Empires are too thoroughly known to his nationals, as well as to his host of Japanese friends, to call for extended reference, the more especially as it may be hoped that he will yet be able to add to his record many further valuable achievements in the cause of Anglo-Japanese friendship. It will suffice, therefore, to echo the wish of the President of the British Association, that Sir Claude's leave of absence could be accompanied with the stipulation that he must return to his duties in this country."

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TWO HUNDRED CHINESE MISSING.

[From Our Own Correspondent.]

Shanghai, 23rd October,

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI ROBBERY CASE.

BRITISH SUBJECTS SENTENCED.

ALLEGED ACCOMPLICE ACQUITTED.

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

The two British subjects G. Rosser and E. C. Ellaby, who were arrested on a charge of stealing jewels and valuables from a native jewellery establishment in Yunnan Road on the 4th inst., were arraigned for trial to-day.

The indictment alleged robbery without violence.

Both prisoners pleaded guilty to the charge.

Rosser was sentenced to three years' imprisonment and Ellaby to two years' imprisonment both with hard labour.

Killien, who was alleged to have been an accomplice of the prisoners, was acquitted.

FLOATING MINE DISASTER.

RUSSIAN SHIP SUNK.

TWO HUNDRED CHINESE MISSING.

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

While a Russian steamer was emerging from Assuri Bay, on Saturday, she struck a floating mine and sank immediately.

Two hundred Chinese passengers were missing.

THE S.S. "SORSOGON."

[SOLD TO THE DOCK CO.]

The wreck of the s.s. *Sorsogon*, which has been advertised for sale by public auction, has since been withdrawn. Our report is obtained on indisputable authority that the wreck of the American steamer has been sold, by private contract, to the Hongkong and Whampoa Dock Co., Ltd., for the sum of \$4,300, which includes also the old boiler on shore.

The s.s. *Sorsogon* was a Manila steamer undergoing repairs at Kowloon and sank off the sheerlegs at the dockyard on Typhoon Day while awaiting the new boilers which had been built for her.

The vessel

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.**SHANGHAI'S THEATRE.****SERIOUS STRUCTURAL DEFECTS:****THEATRE CLOSED AND A.D.C.'S PERFORMANCE ABANDONED.**

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

Owing to the fact that serious defects have been discovered in the structure of the Lyceum Theatre, it has been decided to close the theatre immediately.

The second performance of the A.D.C. has accordingly had to be abandoned.

CHINA'S ARMY.**FIELD MANOEUVRES BEGUN.****A SPECTACULAR CAVALRY CHARGE.**

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

The Chinese field manoeuvres commenced yesterday.

The Northern army is engaging a force which is advancing from the direction of the Yangtze.

One of the features of the day was a highly spectacular cavalry charge.

[Reuters.]

Russia.

London, 21st October.

The Tsar has issued an important ukase entitling all Russians, without distinction of class, to enter the public services, except the Siberian and Asiatic races, and repealing a number of vexatious peasant laws. The peasants will from now be free to choose their place of residence, and will receive passports for unlimited periods.

Later. The ukase issued yesterday, does not include Jews or Poles. An Imperial Order issued simultaneously reminds peasants of the severe penalties for refusing military service.

The Cyclone in Havana.

The cyclone in Havana was the most severe in the memory of any person living.

The force of the wind was 80 miles an hour; the waves engulfed 35 lighters in the harbour, and the buildings were shaken as though by an earthquake. Trains were washed from the lines.

There is also great havoc at Salvador, Guatemala and Honduras.

The physical features of many places in Salvador are completely changed and a Salvadorian warship has been lost.

Failure of a Bank.

Messrs. P. Macfadyen & Co., bankers, have suspended payment.

France.

M. Clemenceau has undertaken to form a new Cabinet.

[N. C. D. News].

The South Manchurian Railway.

Tokio, October 18.

The complete subscriptions to the South Manchurian Railway show that the money was over subscribed by a thousand and seventy-seven times.

No Chinese Labour for Panama.

Tokio, October 18.

The President of the Panama Canal Commission announced that Chinese Labour will be strictly excluded.

THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 2nd at 11.55 a.m. The barometer has fallen over N. China and W. Japan, and risen over Formosa and the S. Loochins.

The typhoon, which appears to be slowly filling up, is this morning situated to the north of the Loochoos. It continues to move towards N.E.

Pressure is highest over China to the North of the Yangtze.

Moderate to fresh monsoon is indicated in the Formosa Channel and N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fine.

2.—Formosa Channel, N. to N.E. winds, fresh.

3.—South coast of Chida between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Ho Choi, an office coolie, until lately employed in the Colonial Secretary's office, was charged before Mr. F. A. Hazeland, to-day, at the Police Court. He was arrested by Detective-sergeant Murison, charged with stealing two sheets of emery cloth, four sticks of sealing wax, and some lead pencils, the property of the Government. The second charge against the coolie was that of being in unlawful possession of a glass tumbler, the property of the King Edward Hotel. The charge was proved, and his Worship sentenced defendant to six weeks' hard labour on the first charge, and seven days' hard labour on the second.

TYPHOON SERVICES.**POLICEMEN COMMENDED FOR HEROIC WORK.**

The following is the copy of a letter sent to the Hon. Captain Superintendent of Police by His Excellency the Governor, Sir Matthew Nathan, commanding those police officers who took part in saving life during the disastrous typhoon of the 18th ultimo.—

Hongkong, 20th October, 1906.

Sir.—I have read with much pleasure the report of the Captain Superintendent of Police on the work done by the Force under his command and especially by the European and Indian contingents of it on the occasion of the typhoon of the 18th September. Under the capable and energetic direction of Inspector W. Robertson, D. Macdonald, A. C. Langley, A. Collett, J. Gourlay and A. G. Dymond, and of P.S. 42 Sim and No. 17 Lamont, many hundreds of Chinese lives were saved by the police on the island, in Kowloon, and in the New Territories, during and immediately after the storm, in many cases private persons bravely co-operating.

2. Of the various members of the Force, whose names have been brought to notice in this connection, the following are specially commended:—Inspector D. Gourlay, who in addition to directing life-saving operations in the Eastern District, saved five lives by jumping into drifting junks from the East Praya and getting the people to shore from them; Lance-sergeants 106 Appleton, and Constables 47 Walker, 77 Foley, and 84 Taylor, who rescued people from boats and fallen houses at Yau-mai-tai, at considerable risk to themselves; P.S. 12 O'Sullivan, who went into the water and rescued a man from beneath a boat at Hung-hon; Lee-seigneur 59 Lee and P.C. 37 Hynes, who saved lives on the East Praya; Indian police constable 685 Ali Bux, who assisted Mr. H. S. Bevan, of Messrs. Lane, Crawford and Company, to rescue a man who had been blown into the sea off the Praya wall; Indian police constables 668 Kist Singh and 811 Ojager Singh, who rescued about forty people near Murray Pier and seven others from a damaged cargo-boat off the Naval Yard; Chinese constable 304 Chu Shu Yung, who, with a Shansui-fisherman, saved the crew of a water-haul boat at great personal risk.

3. Others mentioned in the report of the Captain Superintendent for good work in saving life, and who are commended, are:—L.S. 109 Caygill, and 97 Aris, Police-constables 101 Sutton, 87 Clark, 63 Wills, 110 Winter, 28 Munday, 9 Murphy, 98 Purdin, 52 Watt, and 69 Part.

Indian police-sergeant 559 Ahmed Khan, Constables 536 Jhundi Khan, 768 Atta Mohamed, 802 Huzar Mir, 74 Deen Mahomed, 821 Barkat Ali Khan, 818 Nashan Ali, 687 Niamat Khan, 741 Humeera, 514 Khair Deen, and 607 Kuteeb Khan.

Police-sergeant 337 Hau Hang and 143 Au Hing and Constable 353 Liu Iu.

The Captain Superintendent of Police reports that in addition to the above many members of the Force did acts of daring and good work which passed unnoticed in the stress and excitement of the occasion.

5. Lance-sergeant 76 Boulger and Police-constable Bertie are commended for their strenuous and successful efforts to save No. 3 Police launch. I am satisfied that L.S. 128 Boyle and Inspector Kerr—though not equally successful—did their best with Nos. 1 and 2 launches in the circumstances.

6. In the days following the storm the police, in co-operation with the Sanitary Department, did valuable service in the arduous and trying task of clearing the police basin and of collecting and assisting in the identification of corpses. Inspectors A. C. Langley, D. Gourlay and J. Kerr, L.S. 59 Lee, and P.C.'s 101 Sutton, 87 Clark, 37 Yues, 49 Sutherland and 105 Testall are specially commended for this work.

(Signed) M. NATAN
To Hon. Mr. F. J. Badeler,
Captain Superintendent of Police.

[N. C. D. News].

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A. D.-L. S. S. "PRINZ LUDWIG."**RECEPTION ON BOARD.**

In response to the invitation of Messrs. Melchers and Co., the local agents of the Imperial German Mail Line, a large number of prominent residents of the Colony, representing the local shipping interests for the most part, and a sampling of intending passengers, proceeded on board the ss. "Prinz Ludwig," which lies at her moorings at the Kowloon wharf. The visitors were received by Captain F. von Binzer, and then a general tour of inspection of the fine vessel commenced. The "Prinz Ludwig" is a sister ship to the "Prinz Adalbert," which lies at her moorings at the Kowloon wharf.

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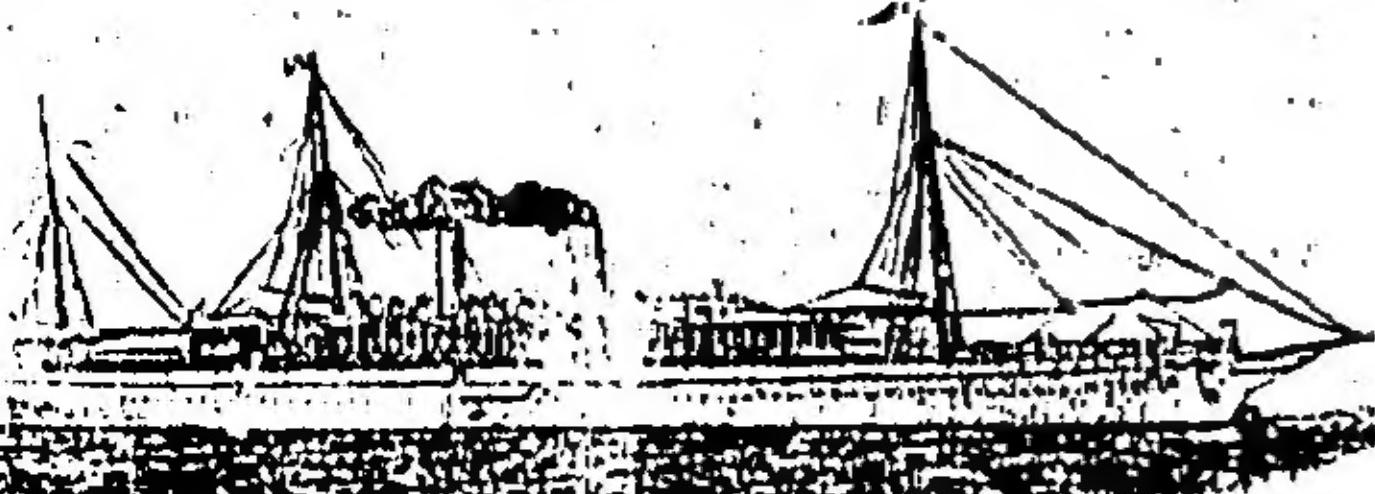
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 3 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF CHINA".....6,000.....THURSDAY, October 25.....November 12
"EMPEROR OF INDIA".....6,000.....THURSDAY, November 22.....December 10
"ATHENIAN".....3,882.....WEDNESDAY, November 28.....December 22
"EMPEROR OF JAPAN".....6,000.....THURSDAY, December 20.....January 7
"MONTEAGLE".....6,163.....WEDNESDAY, December 26.....January 19
"TARTAR".....4,425.....
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

(Subject to Alteration).
The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. 1st New York £62.

Hongkong to London, Intermediate class.....via St. Lawrence £40. 1st New York £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates on Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 20th October, 1906. Corner Fidler Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship On
TIENTSIN VIA SWATOW & CHEFOU, CHIASHING * THURSDAY, 25th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, YAMSANG * SATURDAY, 27th October, 3 P.M.
MANILA.....YUENSANG * SATURDAY, 27th October, 4 P.M.
SHANGHAI.....CHOYSANG * SUNDAY, 28th October, Daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Canton, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL
SHANGHAI and CHINKIANG....."HANGCHOW" f.....25th October,
CHEFOO, NEWCHIANG and TIETSIN "LIANGCHOW" f.....25th

SHANGHAI....."YOCHOW" f.....27th

MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY, 25th OCTOBER, 1906.
CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.)

Taking Cargo on through Bills of Lading to All Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers on through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HANSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards carried. Laundry on board. Return tickets issued at reduced rates for two years, available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIETSIN VIA SHANGHAI.

RHENANIA.....Capt. v. Hoff1st November.
HOHENSTAUFEN.....Jaeger2nd December.
SILESIA.....Bahl2nd January.
SCANDIA.....v. Doebray1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG.....Capt. Filler2nd November.
RHENANIA.....v. Hoff4th December.
HOHENSTAUFEN.....Jaeger8th January.
SILESIA.....Bahl8th February.
SCANDIA.....v. Doebray22nd March.
HABSBURG.....Filler5th April.
RHENANIA.....v. Hoff17th May.
HOHENSTAUFEN.....Jaeger14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR KOBE & YOKOHAMASEGOVIA24th October.
FOR SHANGHAI & CHINKIANGLYDIA25th Oct., 4 P.M.
FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA1st November.
FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at throughports to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURGHABSBURG2nd Nov.

FOR ANTWERP and HAMBURGTEUTONIA10th Nov.

FOR HAVRE, BREMEN and HAMBURGBRISGAVIA16th Nov.

FOR HAVRE and HAMBURGSEGOVIA30th Nov.

FOR HAVRE and HAMBURGSITHONIA30th Nov.

FOR NAPLES, HAVRE, BREMEN & HAMBURG, RHENANIA14th Dec.

FOR HAVRE and HAMBURGC. FERD. LAEISZ11th Dec.

FOR NAPLES, HAVRE, BREMEN & HAMBURG, HOHENSTAUFEN11th Jan.

FOR HAVRE and HAMBURGALESIA15th Jan.

Hongkong, 22nd October, 1906. [654]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queenland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helm, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer has a refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBE, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1906. [654]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at Malabar Coast.)

THE Steamship

"YEDDO."

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNOLD, KARBERG & C., Agents.

Hongkong, 3rd October, 1906. [654]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 16th October, 1906. [654]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE; VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to all Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager.

York Building.

Hongkong, 4th October, 1906. [654]

Intimation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,

HONGKONG.

TELEGRAPH, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China.

It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO. LTD.

1, ICE HOUSE ROAD,

Hongkong.

SOME INDIAN TREES.

THEIR MANY ECONOMIC USES AND THE SACRED CHARACTER OF SOME.

A newcomer to India was once advised by an old resident to "get up the trees." This advice did not apply, as the recipient of it at first not unnaturally supposed, to an innocent and inexpensive form of athletic exercise, nor to the adoption of the habits of the savage tribes known as tree dwellers, but simply to the advisability of learning the names of the common trees of the country and of acquiring the power of recognizing them when seen. For one thing, it is by trees that travellers off the beaten track are expected to find their way. An Indian villager, be he ever so ignorant in other respects, is as familiar with the trees in his neighbourhood as a London policeman is with the streets on his beat. Instead of being told to take "three to the right and two to the left," you are directed to make straight for a big banyan whose crest is to be discerned on the horizon. Pass to the east of it and you will come to three palm trees; keep them on your right hand and pass between a tamarind and a mango, and you will hit upon a path that will take you straight to the village you are searching for. So familiar are the people with the trees that the writer has met a villager who, after he became blind, could identify any tree by figuring its leaves.

Then the economic importance of trees can only be realized by those who have lived among the villagers. The food supplied are not by any means limited to the fruits of commerce, and flowers, leaves, twigs and roots are largely used as well. The leaves of certain trees, pinned together by

CRIMINAL SESSIONS.

ALLEGED BRIBERY.

At the Supreme Court this morning when the Criminal Sessions were resumed, his Honour the Chief Justice, presiding, Francis Ward, Sanitary Inspector, surrendered to his bail to take his trial upon the various charges of bribery and intimidation set forth below. The Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. F. B. L. Bowley, of Messrs. Denny and Bowley/Crown Solicitors, prosecuted; Mr. M. W. Slade, instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended the accused.

The indictments were read out as follows: 1. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, did unlawfully accept from one Chan Tsun a bribe, to wit, the sum of \$10, with a view to influence his conduct as such public servant in relation to a latrine at No. 2 Gough Street, on the 7th day of December, 1904, at Victoria in this Colony.

2. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$10, with a view to influence his conduct as such public servant in relation to a latrine at No. 2 Gough Street, on the 19th day of April, 1905, at Victoria in this Colony.

3. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$5, with a view to influence his conduct as such public servant in relation to a latrine at No. 2 Gough Street, on the 19th day of August, 1905, at Victoria in this Colony.

4. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$5, with a view to influence his conduct as such public servant in relation to a latrine at No. 29 First Street, on the 19th day of August, 1905, at Victoria in this Colony.

5. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$10, with a view to influence his conduct as such public servant in relation to a latrine at No. 29 First Street, on the 29th day of December, 1905, at Victoria in this Colony.

6. That Francis Ward on divers dates in the month of June, 1906, at Victoria in this Colony unlawfully and in order to obstruct the due course of justice did endeavour to dissuade the said Chan Tsun from appearing and giving evidence before the Commissioners appointed under the Commissioners' Powers Ordinance, 1886, to inquire into the working of the Public Health and Buildings Ordinance, 1903.

The accused pleaded not guilty.

The following special jury was then empanelled: Messrs. Charles Henderson Ross (foreman), Alexander Hodder, Andrew S. K. Mihara, Douglas William Craddock, Edward Harvey Hinds, Armin Haupl, and W. H. Trenchard Davis.

A Chinese gentleman was called, but was challenged by the accused's counsel and so disqualifed.

The Hon. the Attorney-General, addressing the jury, said that the prisoner was an officer in the employ of the Government; he was a Sanitary Inspector, charged with offences against the public morals, by obtaining and accepting bribes from a latrine-keeper, for the purpose of influencing his conduct, as such public servant, and also with endeavouring to intimidate one Chan Tsun, the son of Chan Pui, the latrine-keeper, from giving evidence before the Commission appointed to inquire into the working of the Sanitary Department, and at the same time he asked Chan Pui to send him out of the Colony, because the books of Chan Pui had been seized by the Commission, and in those books were entries of the amounts paid to the prisoner. As regards those payments, it had been said that some were Christmas *cumbras*, but that was an absurd theory to set up, as it was well-known that *cumbras* of that sort were not permissible to Government servants. As regards the statement to be made that they were loans, that also was absurd, as no request had ever been made for the return of those "loans" while afterwards sums were still paid out to the accused. Perhaps the defence could show that the money were not paid for a wrong purpose, or that they did not in any way influence his conduct, but he thought he would show that the money was improperly paid and received and amounted to bribes under the law. Then as regards the attempted prevention of Chan Tsun's giving evidence, it was an indictable offence against the law. The Hon. the Attorney-General then quoted a number of authorities to show that anyone who made an attempt at discrediting a witness from giving evidence, even without intimidation, committed an offence. The Commission was so constituted that it had the same powers to subpoena witnesses and examine them and cross-examine them, as the Supreme Court itself had, and to dissuade a witness from giving evidence before that Commission was an offence, which the evidence would show the accused had committed.

Very briefly the facts were as follows: On 1st March, the accused was attached to No. 5 Health District as District Inspector until the end of June last year, when he was transferred to No. 4 District for one month. At the beginning of August last year, he was transferred to No. 9, and continued as district inspector in that district until May this year, and then he went to No. 10 district. As district inspector in charge of the inspection of public latrines, it was his duty to see the bylaws relating to latrines were properly complied with. His duty also was to visit each latrine in his district every morning to see if they were in proper condition.

Chan Tsun, whose name appears in the charges, is the son of one Chan Pui, who is the owner and lessor of a number of latrines in Hongkong. Chan Tsun is the manager of the latrines and looks after the business for his father, and in the course of his occupation comes in contact with sanitary inspectors. He

visited the different latrines every morning to collect monies, while the sanitary inspector went there to see that the place was properly cleaned. In this way, they met, and orders given to Chan Tsun by the sanitary inspector must be carried out. There was also a latrine owned by Chan Pui, and managed by his son, in Gough Street. Chan Tsun made de l'endant's acquaintance at the Gough Street latrine, and on 7th December, 1904, he made a payment of \$10 to his son. On December 29th, Chan Tsun went to defendant's house, and handed his \$10. On the 28th June this year the Sanitary Commission subpoenaed Chan Pui and asked him to bring his books to be examined by the Commission. Five days later Chan Pui received a message from the prisoner and a meeting between them took place in the district office at Pokfulam. It was there that defendant requested Chan Pui to try to get his son, Chan Tsun, to quit the Colony at once, until "all this trouble had blown over." Defendant also threatened Chan Pui, if his son did not leave Hongkong.

Evidence was then called. The case was then adjourned until tomorrow.

FIRE AT SHANGHAI.

PARTIAL DESTRUCTION OF NEW TELEGRAPH BUILDING.

Shortly before half-past twelve o'clock yesterday, reports the *Shanghai Times* of 18th inst., the magnificent new building which Messrs. Atkinson and Dallas are erecting on the Bund for the accommodation of the Telegraph Companies was discovered to be on fire, and the general alarm sounding out for No. 4 district quickly brought the fire engines to the spot. The outbreak was situated in the topmost story and it was the issuing of a volume of dense white smoke from the roof which first directed attention to the fact that the premises were on fire.

The Deluge Company were the first units of the Brigade to arrive on the scene, but for a considerable time their most gallant and energetic efforts were entirely nullified by the miserable pressure of water, which was at first insufficient to project a stream to the required height, so that it was about 20 minutes after the Brigade had set to work that the first hose was playing on the flames, and even this was not achieved without the aid of the engine and firemen. By this time the entire upper story, and the roof appeared to be involved but, once a good supply of water was available, the effect of half-a-dozen well-directed streams was immediate. Water was played on the flames from the upper windows of the China Merchants Co., alongside the burning premises, from the Bund and from Shueben Road, whence the hose was carried through the compound in front of the Railway offices. The fire escapes were requisitioned on two sides of the building to enable the firemen to reach the flames, and it was not without considerable danger to all engaged that the work was carried on. An additional risk was added by the bursting of the scaffolding, which soon became involved on the north side of the building, but nothing daunted, the firemen boldly rushed into the premises and fought the flames at close quarters heedless of the sheets of copper which dropped, red hot, from the half-completed domes, or the blazing poles of the scaffolding which were falling in all directions. At about 3 o'clock the deluge of water which was being poured on the premises began to tell, and an hour later the whole business was practically over. The roof of the building was completely destroyed as were also the two domes, which have only been completed and covered with copper sheets. The interior of the building was also badly damaged and the upper story will have to be completely rebuilt, as the brick and stone work is very badly cracked in many places. The building was to have been completed early in 1907, but the fire to-day will put the work back for many months. The damage is fully covered by insurance in the Hongkong Fire Co. for £15,000 and a Danish Company in Copenhagen for £15,000. The fire originated, it is said, through a blacksmith who was soldering the lead roofing of a dome on the north side leaving his charcoal brazier on a shelf near the ceiling. The strong northerly wind blowing fanned the charcoal, sparks of which flew to the unceamed ceiling while the workmen were having "chow". The dry wooden laths then took fire and rapidly spread right along to the scaffolding. Flames leaped into the air and fears were entertained that the whole block would go, but the firemen worked hard and by dint of cutting away adjoining woodwork the fire was confined to the limits already mentioned.

It should be mentioned that at one stage of the proceeding it looked a serious matter for the present Telegraph office. The sudden and particularly opportune change of wind, however, saved it, but at the same time the staff of the establishment had been holding themselves in readiness for all emergencies. Had the building now in use been burnt, the wires could have been tapped and the instruments brought into use within an hour somewhere else, so that messages could still have been received and sent no matter what happened, without any interruption of the service.

Shipping.

Arrivals.

Prinz Ludwig, Ger. s.s., 6,630, F. v. Binsen, 22nd Oct.—Yokohama 13th Oct., Mails and Gen.—M. & Co.
Zafiro, Br. s.s., 1,629, R. Rodger, 22nd Oct.—Manila 20th Oct., Gen.—S. T. & Co.
E-Sang, Br. s.s., 1,711, Lee, 22nd Oct.—Nanchang and Cheloo 17th Oct., Gen.—J. M. & Co.
Manila, Br. s.s., 2,711, A. W. Anderson, R.M.R., 23rd Oct.—Yokohama 9th Oct., Gen.—P. & O. S. N. C.
Moyuna, Br. s.s., 4,616, J. Milhence, 23rd Oct.—Fochow 21st Oct., Gen.—B. & S.
Lydia, Br. s.s., 2,771, C. Meyer, 23rd Oct.—Canton 22nd Oct., Gen.—S. T. & Co.
Chiyuen, Ch. s.s., 1,777, C. Stewart, 23rd Oct.—Canton 23rd Oct., Gen.—C. M. S. N. Co.

Liangchow, Br. s.s., 1,215, H. Harder, 23rd Oct.—Canton 23rd Oct., Gen.—B. & S.
Heim, Nor. s.s., 753, Erikson, 23rd Oct.—Bangkok 13th Oct., Picc.—Yuen Fat Hong.
Kaifeng, Br. s.s., 936, E. Finlayson, 23rd Oct.—Cebu and Rioja, 17th Oct., Sugar and Sapwood—B. & S.

Clearances at the Harbour Office.

Willehad, for Yokohama.
Hawke, for Swatow.
Hangsang, for Shanghai.
Tean, for Manila.
America Maru, for Amoy.
Hallan, for Holow.
Hongkong, for Haiphong.
Moyuna, for Singapore.
Print Ludwig, for Singapore.
Emma Lukyan, for Singapore.
Hermann Menzel, for Singapore.
Catherine Apcar, for Singapore.
Hatching, for Swatow.
Loyal, for Bangkok.
Indraswadi, for Takao.
Maula, for Singapore.

Departures.

Oct. 23.
America Maru, for San Francisco.
Tibidor, for Japan.
Sandakan, for Manila.
Samien, for Bangkok.
Yochow, for Canton.
Amigo, for Canton.
Catherine Apcar, for Calcutta.
Tean, for Manila.
Hangsang, for Shanghai.
Loyal, for Bangkok.
Matchew, for Bangkok.
Hollow, for Pakhoi.
Hatching, for Coast Ports.

Passengers arrived.
Per Kasung, from Cebu &c.—Mr. Rodgers.
Per Zafiro, from Manila—Mrs. Vogel and child, Messrs. McWilliams, Macbeth, Fox, Ferrier, Wal et, Hazlitt, Mr. and Mrs. Siven, and Mr. Fock Sun.
Per Manila, from Shanghai for London—Miss Brown, and Miss Woodward. For Singapore—Mr. A. Woodward. For Hongkong—Mr. K. Kulta. From Foochow—Mr. F. Dowdwell.

Per Prinz Ludwig, from Yokohama—Mr. and Mrs. Beattie, Messrs. Seider, Chas Gnette, K. Iwae, Watanabe, W. N. Look, T. Kameki and K. Matsumoto. From Kobe—Miss Mayo, From Nagasaki—Mr. and Mrs. Leo Jones and daughter, Rev. J. P. Muller, Messrs. S. A. R. Jones, Mrs. Seki Yoshimura, Mrs. Taya Tajuchi, Messrs. M. Ishikawa, T. Wald, H. Elkay, Alex. Warrington and Carin. From Shanghai—Messrs. F. W. Beaucleck, G. M. Medhurst, Mrs. C. W. Mead, Mr. E. Pugh, Major Phillips, Miss Hunter, Mr. and Mrs. C. E. Harry, Mrs. B. Perez, Mr. and Mrs. King, Capt. J. Whittle, Mr. and Mrs. MacLaren, Mr. T. H. Schneider, Miss A. J. Barbeni, and Mr. Kietlinia.

Passengers departed.
Per America Maru, for San Francisco &c.—Messrs. D. A. Kelder, H. Daegard, H. T. Thompson, L. A. Dobson, Rev. and Mrs. Taylor, Lieut.-Col. T. A. Davies, Miss A. Zeeder, Messrs. G. C. Quilliam, Mr. and Mrs. Su, Misses L. and M. Clark, Dr. and Mrs. W. H. Day, H. E. McIntyre, Miss McIntyre, Mr. M. Kalthoff, Miss I. Pollard, Key G. Bonfield, Misses Aimworth, P. Giffey, Messrs. Ged, C. E. Harry, Mrs. B. Perez, Mr. and Mrs. King, Capt. J. Whittle, Mr. and Mrs. MacLaren, Mrs. T. H. Schneider, Miss A. J. Barbeni, and Mr. Kietlinia.

Shipping Report.

S.S. Zafiro from Manila—Moderate to fresh NW. wind with corresponding sea to Prots and shoal, thence to port moderate NE. wind and sea, and fine weather throughout.

Str. Kasung from Cebu, etc.—Had fine weather with fresh N.W. gale and high sea until

from thence to Piedras Point had strong N.W. and head sea, from thence to port had fresh to strong high winds varying from NW. to NE. with high NE'ly swell.

Str. Etano from Chefoo—Left there with moderate W.N.W. gale and high sea until passed the S.E. Prom, from thence to the Heishan moderate to light N.W. wind. After passing the Heishan the wind and sea increasing until when Tung Yung a strong N.W.E. gale and high following sea had developed. Between Turnabout and Ocksteu wind blowing with hurricane force. After passing Ocksteu mo'ered to moderate wind and sea to port,

Vessels in Port.

STRANGERS.

Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.—Sandakan 13th Oct., Timber—M. & Co.
Cyrus, Br. s.s., 2,174, J. N. Knox, 21st Oct.—Calcutta 21st Oct., Coal—Master.

Emma Lukyan, Ger. s.s., 1,150, G. Command, 16th July.—Mauritius 20th June, Sugar—Wing Sing & Co.

Empress of China, Br. s.s., 3,039, R. Archibald, R.M.R., 23rd Sept.—Vancouver, B.C., 4th Sept., and Shanghai 20th Oct., Mails and Gen.—C. P. R. Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.M.R., 21st Oct.—Vancouver (B.C.) and Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.

Hermann Menzel, Ger. s.s., 1,035, Moeller, 22nd Oct.—Nagasaki 15th Oct., Ballast—E. A. Co.

Hongkong, Fr. s.s., 23, E. Coreil, 21st Oct., Hoioh 20th Oct., Gen.—A. R. M.

Hue, Fr. s.s., 705, J. Penier, 22nd Oct., Haiphong via Pakhoi, Hoioh and Kwong-chow-wan 21st Oct., Gen.—A. R. M.

Iindravadi, Br. s.s., 5,369, R. Hill, 17th Oct.—New York 2nd Aug., Gen.—J. M. & Co.

It should be mentioned that at one stage of the proceeding it looked a serious matter for the present Telegraph office. The sudden and particularly opportune change of wind, however, saved it, but at the same time the staff of the establishment had been holding themselves in readiness for all emergencies. Had the building now in use been burnt, the wires could have been tapped and the instruments brought into use within an hour somewhere else, so that messages could still have been received and sent no matter what happened, without any interruption of the service.

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Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLES,
LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "TOURANE."

Captain Lancelin, will be despatched for MARSEILLES on TUESDAY, the 30th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. AUSTRALIEN 13th November.
S.S. TONKIN 27th November.
S.S. ERNEST SIMONS 11th December.
S.S. POLYNESIEN 25th December.
S.S. CALEDONIEN 8th January.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th October, 1906. [1]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
CANA AND SOUTH AFRICAN PORTS.)

THE Steamship
"SIMLA."

Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY the 3rd November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Britannia, 5,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt due in London on the 15th December, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1906. [4]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons Captain Sailing

Shawmut 9,606 E. V. Roberts 29th Oct.
Tremont 9,606 T. P. Garlick 20th Nov.
Pleated 3,753 F.G. Purinton —
Lyra* 4,417 G. V. Williams —

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th October, 1906. [1]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 2nd November.

"GHAZEE" 24th November.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th October, 1906.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cravats and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

20.00

16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS' OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 10.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.
ESTABLISHED 1859.

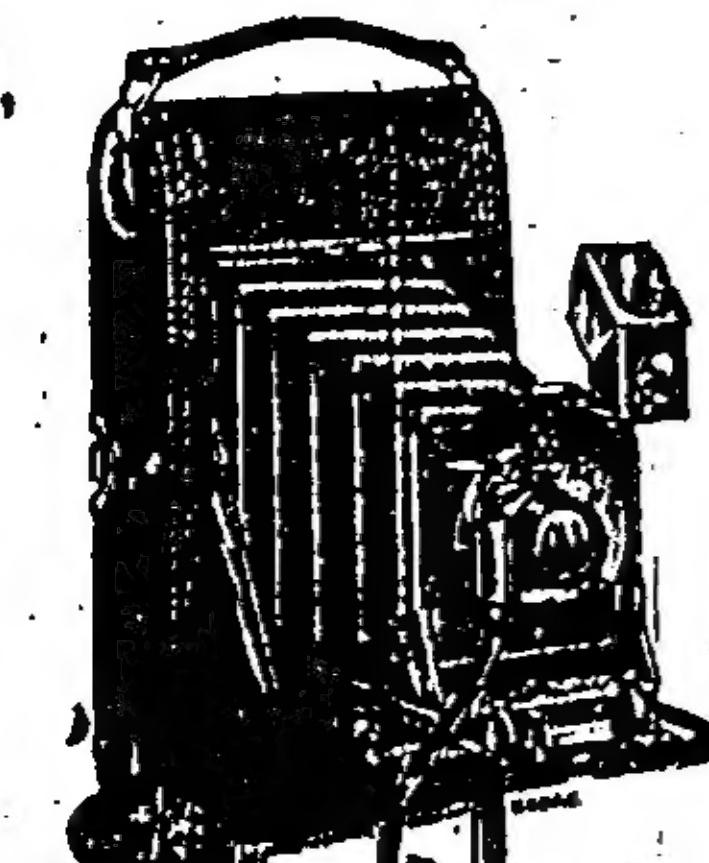
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 1st May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT PRICES BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000 \$12,733 \$50,000	\$1,712,472	\$1.15/- @ Ex. 2/1 = \$16.47 for first half-year 1906	58.7	\$810 buyers London £95.10
National Bank of China, Limited	99,925	\$7	\$6	\$12,733	\$74,099	\$1 (London 3/6) for 1903	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	61 %	\$300 ex div.
North China Insurance Company, Limited	10,000	\$175	\$5	\$100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$231,131 \$1,153,844 \$600,279	\$2,702,271	Interim div. of 130 for 11.05	48 %	\$775 sellers
Yangtze Insurance Association, Limited	5,000	\$100	\$60	\$161,788 \$45,227	\$508,334	\$12 and \$3 special dividend for 1904	81 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$6,000 \$264,387 \$93,563	\$344,058	\$6 for 1st 04	61 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,120,928	\$422,618	\$25 for 1904	74 %	\$130
SHIPPING.								
China and Manilla Steamship Company, Limited	10,000	\$125	\$25	\$6,000 \$264,387 \$93,563	\$56,563	\$18 for 1905	61 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$600,000 \$144,386 \$120,000 \$280,918	\$5,464	\$1 for year ended 20.11.05	6 %	\$42
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$175	\$15	\$1,000,000 \$3,000 \$100,000	\$2,452	10/- @ ex. 2/1 9/16 = \$4.69	61 %	\$23 sellers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,000,000 Tls. 50	Tls. 23,156	Interim div. of Tls. 21 a/c 1906	9 %	Tls. 56 sales
Shanghai Tug and Lighter Company, Limited	100,000	\$10	\$10	\$10,000 \$100,000 \$100,000	\$107,815	Interim div. of Tls. 21 a/c 1906	51 %	Tls. 105 buyers
Do. — (Preference)	100,000	\$1	\$1	\$1,000,000 \$100,000	\$4,144	1/- (Coupon No. 6) for 1905	4 %	\$29
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$65,000 \$12,017	\$218	\$1.50 for year ending 20.4.1906	51 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 Tls. 50	Tls. 305,479	\$1.50 for year ending 20.4.1906	51 %	Tls. 50 buyers
Taku Tug and Lighter Company, Limited	10,000	\$15	\$15	\$1,000,000 Tls. 50	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$44,000 \$46,159	\$140,914	Final of \$15 making \$25 for 1905	161 %	\$150
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	\$				